(b) Roads.

There are four roads roads in the Maori Reserve. These are from Kijiabe to Ardgaith Hill by way of Lundi and Shaw River, from Lundi to Pahi, from Ngaing to Kaiteng and from Kaiteki to Longdo by way of Kajiado.

Kijiabe-Ardgaith Road. That part of the Kijiabe-Ardgaith road crossing from Shaw Bridge to Ardgaith Hill was made by the Assistant District Commissioner at Shaw River Post in 1913-1914, from funds on report for that purpose out of the proceeds of a collection tax imposed on the Central Kisii of the Police Force. (Cf. ante Chapter VII, Section 10.) The Shaw expressed their approval of the work done and provided a number of labourers as food for the labourers.

A road from Kijiabe to Shaw was commenced in September, 1913, and was open to traffic between Kijiabe and Kaiteki in January, 1914. The road of work may start from the proceeds of the 5 Months Police Shaw Tax. (Cf. ante Chapter VII., Section 10), while the work was undertaken by the Administration. In 1913, work was continued on the road west of Kaiteki and bridges were constructed over the Hi Kiboi, Ongata Ngaiwa, Kiwi Lukwara, Nyakiri and Kabaldiko Rivers. By March, 1917, the road was available for motor traffic from Kijiabe to Shaw.

Later in the year, an attempt was made to construct a new road from the foot of Kijiabe Hill, by passing to the north of Longonot spur, but the alignment was found to be unsatisfactory and the work was abandoned. In September and October, a new road was made, passing to the south of Longonot spur. This alignment proved satisfactory and the road is consequently used by wagon and motor transport. The Road Progress Account has been debited with the cost of the upkeep.

A branch of this road runs from Kaiteki to Shaw and is fit for motor traffic.

Lundi Road. A new road, from the Lundi Valley to the bridge over the Shaw River on the Kaiteki border, was commenced in January, 1917, and a rough bridge on the crib pattern was erected on the Ongata Ngaiwa, some three and a half miles from the Kaiteki border. Funds for this work were found from the proceeds of the 5 Months Tax.

Shaw-Kaiteki Road. In 1914, £500 from the Shaw Taxpayers Account was set aside for the purpose of constructing a road from Ngaing to the Kaiteng Valley to join up with the Kijiabe-Shaw Road.

Kaiteki-Longdo Road. The road from Kaiteki to Longdo, by way of Kajiado, was constructed by the military authorities in 1913-1915. Having served its purpose, that part of the road lying between Kajiado and Longdo has largely fallen into disuse, but the road from Kaiteki to Kajiado is still in fair order.

(c) Bridges.

Shaw River Bridge. A bridge was built over the Shaw River, about six miles below the Government Station, in 1913-1914.

In 1916, a crib bridge was erected across the river over the portion by the District Commissioner. This bridge was rather more than 200 feet long with a span of 180 feet. The Shaw contributed the whole of the cost.

Ewaso Kyiro Bridge. A bridge was constructed over the Ewaso Kyiro River, near Mr. Aggett's store, in 1913-1914.

Mr. Henry Seifield, on his tour in the Maasai Reserve, considered it essential that a bridge should be erected over the river in the neighbourhood of Van de Weyer's Drift. The construction of such a bridge was approved by the Secretary of State in December, 1913, but Mr. Seifield suggested that work should be deferred until a final decision should have been arrived at, as to the best alignment for the Kijiabe-Shaw road. The Governor agreed to this, and as work has as yet been undertaken on it.

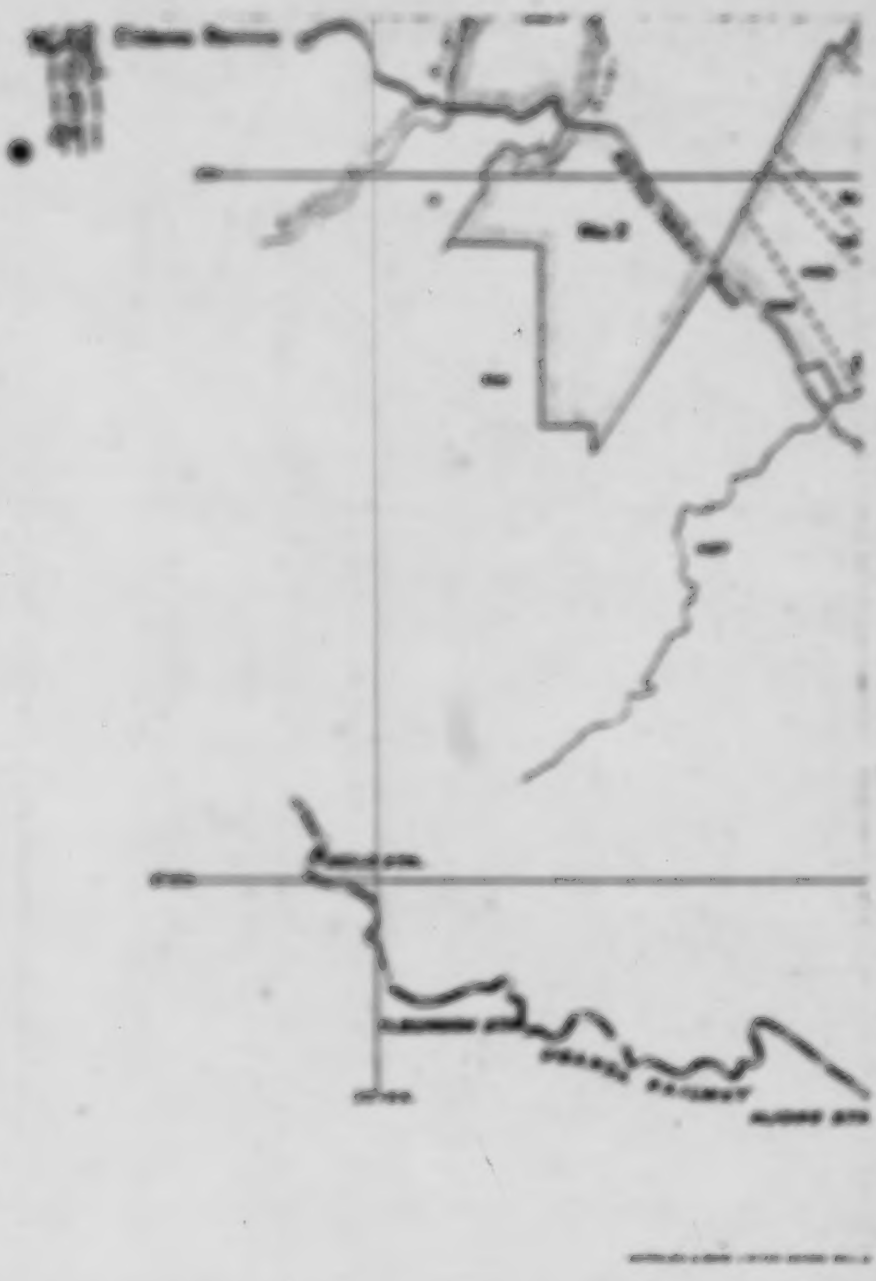
4: Sandford

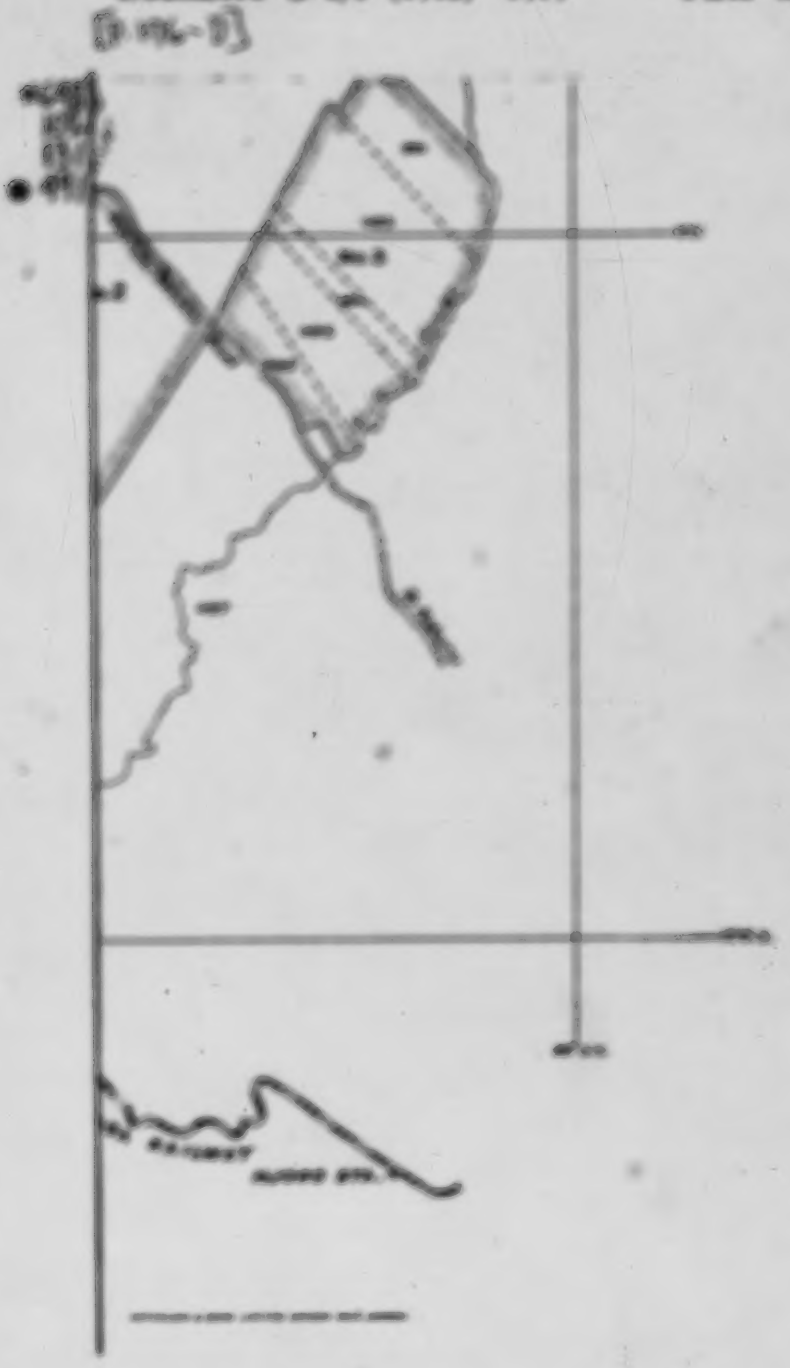
FL12 Mead: FL12

*648
182
131
● 491

P. 176-A	P. 176-B
P. 176-C	P. 176-D

[Chart of positions of map facing p. 176]





[Facing p. 1]